NEW BEDFORD'S STORY

FOR

NEW BEDFORD'S CHILDREN

NEW BEDFORD, MASSACHUSETTS

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Edited and Published by

EMMA L. GARTLAND

NEW BEDFORD, MASSACHUSETTS

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FOREWORD

IN writing this brief history of New Bedford—a city that has led the world in two distinct lines of industry, whale fishery and the manufacture of fine cotton goods—it has been my purpose to present in chronological order and with readable brevity the historical events leading up to the present civic life of our prosperous community. I have made no endeavor to eulogize individuals—every community has its leaders. Neither have I attempted to describe or enumerate those institutions—churches, banks, etc., common to all cities. The events belonging distinctly to New Bedford I have presented to the attention of the small citizens who will soon be the grown and active members of New Bedford's community life, hoping to rouse in them a greater degree of civic pride and a deeper love for and appreciation of their home city.

The sources of information are open to all, and it is my hope that some of my readers may seek and enjoy these delightful books.

EMMA L. GARTLAND

IN HONOR OF THE WHALEMEN WHOSE SKILL, HARDIHOOD AND DARING BROUGHT FAME AND FORTUNE TO NEW BEDFORD AND MADE ITS NAME KNOWN IN EVERY SEAPORT ON THE GLOBE.

Gift of W. W. Crapo

1913

NEW BEDFORD

NEW BEDFORD is a manufacturing city of about 120,000 inhabitants. It is situated in southeastern Massachusetts. It is on the bank of the Acushnet River at the head of Buzzard's Bay. The city is built on the eastern slope of a hill. Its length is 10.71 miles, its average width 1.86 miles and its area 19.39 square miles. The climate is mild, sea breezes tending to temper both heat and cold and keeping a fairly even temperature, rarely rising above 80 degrees in summer or dropping below 20 degrees in winter. The chief industry is the manufacture of cotton yarn and fine cotton goods, and in this line New Bedford products are unsurpassed in quality and in value.

One Spring morning, more than three hundred years ago, a small English bark sailed across Buzzard's Bay and a company of men landed on the shore. "Stately groves, flowery meadows and running brooks" were what these men saw, perhaps a few wigwams among the trees, a clearing planted with corn, some canoes upon the water. A group of Indians met the Englishmen on the shore, gave them skins, turtles, hemp and wampum, and were friendly and kind.

At the head of this company was Bartholomew Gosnold, Commander, and with him were a clergyman, a journalist and a narrator, all friends. There were thirty-two men in the party and they had come from Falmouth, England, in March, 1602, eighteen years before the sailing of the famous Mayflower. This party of adventurers landed on Cuttyhunk, naming it Elizabeth in honor of the Queen of England and building a fort and storehouse, as if intending to stay. They changed their minds, however, loaded their vessel with sassafras root, cedar, and furs secured from

the Indians, and returned to England. They were probably the first white men to step upon the soil of what was to be the town of Dartmouth, our home city. (*Note* 1.)

What do you suppose the Indian boys and girls (there were Indian children on the shore that Spring morning) thought of these white skinned visitors and their queer big boat?

Between 1630 and 1640, this part of the country began to be settled by Englishmen, but they lived in garrisons instead of in separate dwellings because they feared the Indians, who were not so friendly as those who met Gosnold thirty or forty years before.

The Indians living about the Acushnet River were part of the great tribe of Wampanoags and Massasoit was their chief Sachem or King. He was very friendly to the English, treating them fairly and being fairly treated by them. He tried to influence his two sons, Wamsutta and Pometacom (called by the English *Alexander* and *Philip*) to continue friendly relations with the white men, but they did not. Philip in particular was savage and cruel.

A group of Englishmen bought from Massasoit the township of Dartmouth (including Westport, Dartmouth, New Bedford, Fairhaven and Acushnet) in 1652. The price paid was, according to the old deed of sale, "thirty yards of cloth, eight moose skins, fifteen axes, fifteen hoes, fifteen pair of breeches, eight blankets, two kettles, one cloak, 2£ in wampum, eight pair stockings, eight pair of shoes, one iron pot, and ten shillings in other commoditie." Massasoit agreed to remove all the Indians from the locality within a year. The part of the township that is now New Bedford was known to the Indians as Cushena (*meaning, as far as the river*), that now Fairhaven as Sconticut, Dartmouth as Ponaganset, and Westport as Coakset. (*Note* 2.)

The history of Cushena, or Acushnet, is closely interwoven with that of the entire township, but because of its location Cushena grew far more rapidly than the rest of the place. Situated on a gentle slope of land extending toward a river with steady current and good channel, it made an ideal place for homes. The soil yielded good crops of food stuffs, the river fish and shellfish, and the woods game. Below the river was a sheltered bay affording

excellent harbor. Then, too, the place was far enough removed from the general controlling government at Plymouth to be independent and at liberty to adopt its own customs and conduct to a great extent its own affairs. The country roads leading into New Bedford were originally foot paths by which the Indians came to the shore for their summer sojourn. Indian relics, Indian burying places, Indian names are part of the story of our home city.

Most of the early settlers of the township came from the settlements of Plymouth. They were industrious farmers and fishermen, provided comfortable homes and were prosperous and happy. They were savagely attacked by hostile Indians who killed four of their number and would have murdered others if they had not fled to garrisons for protection. One garrison was located in Acushnet and one in Padanaram.

This occurred during King Philip's War and Captain Benjamin Church with a company of soldiers (English and friendly Indians) came to fight the savages. These men camped all night at Bliss Corner, not more than an eighth of a mile from the place where the Indians were camped. The next morning Captain Church followed the Indians northward, captured 126 prisoners (women and children, who were picking huckleberries in a swamp near what is now Braley's Station) and took them to the Fairhaven shore. Here he crossed to Palmer's Island, where he had some other Indian prisoners (*Note* 3) and from there watched Philip's braves march up Sconticut Neck road, where they had been stealing cattle and horses for food. When the Indians were safely north of the road, Captain Church marched his prisoners east to Mattapoisett (probably to the herring weir), stayed over night, and the next day started for Plymouth to deliver the prisoners to the authorities. (*Note* 4.)

When King Philip, son of Massasoit, after trying for more than a year to destroy the settlements of the English and restore his hunting grounds, was killed in August, 1676, the Indians ceased to be a menace to the life of the township. (*Note* 5.)

By order of the general court, the people were commanded to build their houses nearer to each other for safety and also in order to meet for religious worship. The geography of the township, however, prevented the carrying out of this order.

In time a little village with substantial houses and narrow streets gradually appeared, and it seemed desirable to give the village a name apart from that of the township for convenience. Joseph Russell, sometimes called the founder of New Bedford, and Joseph Rotch were among the leading men at this time, 1765. Joseph Russell's family title was Duke of Bedford, and at a public meeting Joseph Rotch proposed calling the prosperous little village "Bedford" in honor of his friend. The name was favorably accepted, but was changed later to New Bedford, as it was learned another town in Massachusetts had previously been called Bedford. However, the place was called "Bedford Village" for years by many of the inhabitants.

The streets, also as time went on received suitable names: King Street (later called Main, now Union), William Street (laid out in 1799 and called Market Street), Bridge Street (now Middle). County Road, originally the highroad from Russell's Mills to Plymouth, was destined to become really famous for its fine residences and dignified estates.

The town was divided into farms, all having water frontage and extending west to the swamp which still forms the western boundary of New Bedford. The houses were large and comfortable and the farms separated by substantial stone walls. But the soil throughout New England is not particularly fertile and the settlers began to turn their attention to whale fishing and ship building. The first ship built in New Bedford was launched in 1767, and was owned by Francis Rotch, son of the Joseph Rotch who named the village. She was called "Dartmouth," and sailed for London on her first voyage with a cargo of whale oil. She was one of the tea laden ships whose cargoes were dumped into Boston Harbor on November 30, 1773, a New Bedford guest at the famous Boston Tea Party. Another ship, built in the same ship yard and named "Bedford," was the first vessel to display the thirteen stripes of the American flag in British waters. (*Note* 6.)

In connection with the whaling industry a ropewalk and a candle factory were built and now the place was busy indeed. Ship building continued and among the new ships, all intended for whale fishery, was one patriotically named "No Duty on Tea." Most of the vessels were named by the owners for members of their families.

The general welfare of the inhabitants of the village (beginning to be spoken of as a town) was given careful consideration. The children were educated, religious worship attended, and measures taken to keep the community in good health. There is some evidence of the establishment of a smallpox or an "Inoqulation" hospital in 1772 on a lot north of Oak Grove Cemetery, known as "Pock House Pasture," but this is a question of doubt. Such a measure may have been taken because of intercourse with foreign ports through the whalers, but it would have been contrary to the mind of a Quaker community to maintain an "Inoqulation" hospital.

Then came the War of the Revolution and whale fishery was completely stopped.

Early in the war a small fort was built at Nobscot, or No-obs-et (at the point of the standing rock), the present site of Fort Phoenix. During the war vessels sailed from Boston and other American ports privateering, and some of the ships taken as prizes were brought into Bedford harbor. The town was stored with merchandise for assisting and supplying privateers. The British, learning of this, sent soldiers to burn the town.

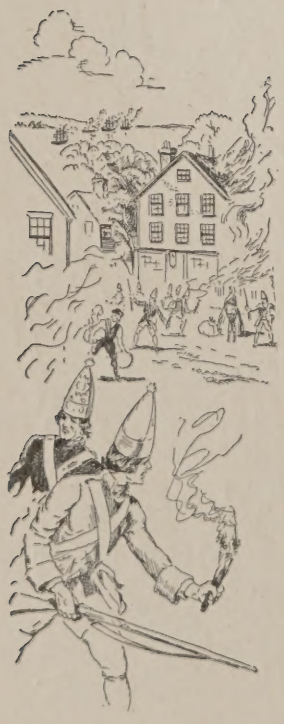
Between four and five thousand men, a formidable number intended to frighten the people, were landed at Clark's Cove, on Sept. 3, 1778, marched into the town and in a short time the water front was in flames. About seventy vessels, including some of the prize ships, were destroyed, as was also the little fort across the river. The British soldiers camped on Sconticut Neck. They intended to burn Fairhaven village but were driven away by a small force of about 150 men led by a brave young major, Israel Fearing, who in spite of his name seemed to fear nothing. The British destroyed in all 11 houses, 20 shops and one ropewalk beside the vessels burned.

One house was saved by a calmly brave woman who knitted while the soldiers ransacked her pantry, and who twice put out the fires they set. The owner of the house rewarded her bravery by a gift of five pounds of rice.

That was a frightful time for the inhabitants of the sturdy town of Bedford, and the incidents of those terrible three days were long talked of. Many people fled to the woods, taking their treasures with them. One woman carried a cherished brass warming pan. In her hasty flight among the trees the branches whanged the brass until her companions left her, fearing the noise would bring the troops upon them. One man, Jonathan Kempton, carried a small trunk of silver plate, but the soldiers took it from him, set fire to his house, and took him prisoner. They soon released him, but stole from him one of the two pairs of breeches he wore. He succeeded in putting out the fire and saving his house, however.

Three men named Russell, Trafford and Cook (Trafford was a "minute man") were shot by the British soldiers on a road that is now North street. One of the three fired upon the soldiers and he and his companions lost their lives in consequence. These were the only inhabitants killed during the raid.

Joe Castle, a laborer on the farm of Joseph Russell, left his work and joined the British forces, leaving this message written in chalk on the barn door, *"I make no more stone wall for old Joe Russell."*



Although the British soldiers stayed but three days, coming Saturday, Sept. 3, and leaving Monday, Sept. 5, 1778, the horror of their visit was long remembered by the townspeople. The loss of houses, vessels and places of business left the town poor in resources but the people were still rich in energy, and the sturdy farmers and fishers began to rebuild the whaling industry, the rope making and the ship building. Again the village prospered and grew. In 1787 the original township was legally divided and New Bedford (including Fairhaven and Acushnet) was incorporated a township. In 1812 New Bedford separated from Fairhaven.

The first newspaper printed in New Bedford was dated Tuesday, Nov. 27, 1792, and called "The Medley or New

Bedford Marine Journal." It was a weekly publication and aimed to put the townspeople in touch with events throughout the world. This paper was followed by the "Columbian Courier," which continued until March 1, 1805. "The New Bedford Mercury" began its career Friday, August 7, 1807, and still holds high rank among the leading newspapers of New England. It is the oldest newspaper in Massachusetts. "The Evening Standard" was founded in February, 1850, and its influence in the community has been great. The "New Bedford Times" was established in 1902 and still continues.

The first line of stage coaches between New Bedford and Boston was established by Abraham Russell during the last decade of the 18th century. At that time only one person in New Bedford had ever seen four horses harnessed together. This was Mrs. Russell, who had come from Philadelphia, and the harnesses were laid on her kitchen floor that she might explain how they were arranged on the horses.

From "The Medley or New Bedford Marine Journal for Friday, May 19th, 1797":

NEW BEDFORD and BOSTON MAIL STAGE.

Will run from New Bedford to Boston thro' Taunton, the ensuing summer season, three times a week, on the following days, viz.: Leave New Bedford on the Second, Fourth and Sixth days of each week at 4 o'clock a. m., and arrive at Boston on the evening of the same day. Returning, leave Boston at 4 o'clock a. m., on the Third, Fifth and Seventh days of each week, and arrive at New Bedford on the evenings of these days. To commence running this next week.

The fare for each passenger will be as follows: From New Bedford to Boston, three dollars and fifty cents; and for any distance short of the above places, six cents per mile. One hundred pounds wt. of baggage equal to a passenger. New Bedford 4 mo. 27, 1797.

ABRAHAM RUSSELL.

(*Note 7.*)

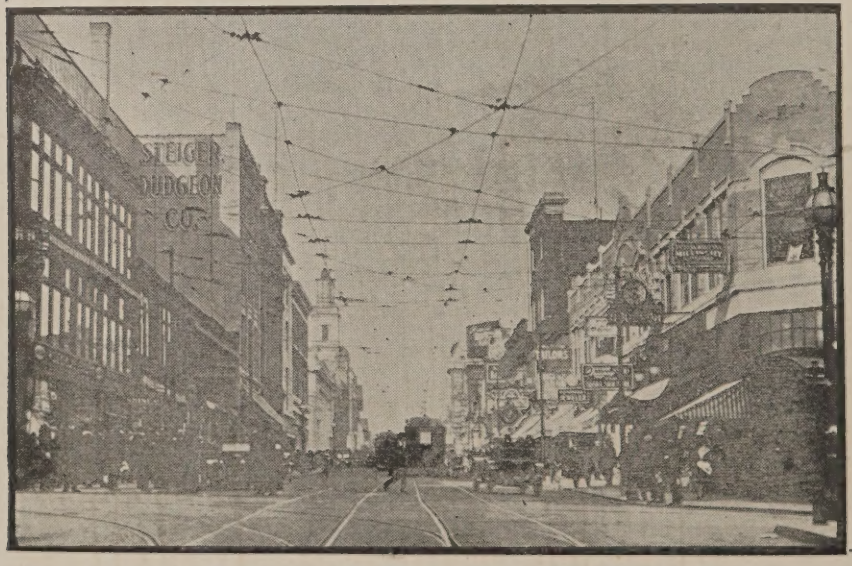
It was not until July 1, 1840, the railroad was opened to travel.

The post office was opened in 1794 in a two story wooden building on the corner of Purchase and Union Streets.

Top: New Bedford Post Office.

Center: New Bedford Hotel.

Bottom: Purchase St., looking North from Union St.



Mails were received and sent once a week and postage was expensive. There were no envelopes and no stamps. Few letters were sent by mail, persons travelling usually carrying letters for friends or acquaintances. In 1806 the office was removed to Middle Street, east of Water Street. The stage coach brought the mail, and persons expecting letters gathered in the one small room occupied by the office to receive their mail as their names were called. Postage rates were paid by the person receiving the mail, and the rate from Boston was 10 cents, from New York 18¾ cents, and from Philadelphia 25 cents. Penny post was established in 1832, letters being delivered for two cents additional.

About 1798 a schoolhouse was built on "Johnny-cake Hill," now Bethel Street, for the children of Quakers. It was largely financed by the Rotch family, as was also a schoolhouse for Congregationalists situated on what is now Purchase Street, just south of William, about where Cherry's store now stands. They also assisted greatly in the establishment of the Friends Academy in 1810.

In 1801 there were 185 dwelling houses, a meeting house for Friends or Quakers, one for Congregationalists, two schoolhouses, an almshouse and a public market. There were three streets running north and south, and twelve running east and west. The houses were mostly of wood and well placed on the streets which crossed each other at right angles.

The first bridge across the Acushnet River, connecting Bedford with Fairhaven and passing above Palmer's Island was planned in 1796, and was now in use. There was also a ferry. After the building of the bridge across the river ship building in Fairhaven grew less as the current of the river was altered by the bridge, and thus the growth of that town was retarded. (*Note* 8.)

About this time a wooden lighthouse was erected on Clark's Point. Every one was invited to help with its raising and a hundred gallon "try pot" of chowder was provided for those who came to assist. This lighthouse was afterwards burned and another was built on the same spot. (*Note* 9.)

In 1803 Bedford Bank was incorporated and flourished beyond all expectations, until 1812, when the war between this country and England caused it to be suspended.

The town grew rapidly in size and in commercial importance. In 1805 there were 300 dwelling houses, seven wharves, three ropewalks, and a new bridge was under construction, the other having been washed away by a great tide.

The war of 1812 seriously affected business in the town of New Bedford. The losses in vessels and enterprises were great, but their effect was not of long duration. In 1818 the town had grown to a place of considerable importance, well known in foreign ports, though having only about 3500 inhabitants. For a number of years its growth was steady and its wealth increased. The business was mainly whale fishery, and other activities, ship-building, sail-making, spar making, rigging, rope making, cooperage, ship blacksmithing, oil refining, candle making, the making of ship bread (a very important factor in provisioning a whaler) all hinged on that chief industry.

For many years the supremacy in whale fishery was held by Nantucket, but about 1829 New Bedford passed the older port and held first place, the greatest whaling port in the world. In 1838 there were 170 whaling vessels owned by New Bedford parties and there were 17 candle houses and oil factories. The population had increased to 12,000. (*Note* 10.)

The period following reconstruction after the war of 1812—the decade beginning about 1820—was a time of great prosperity for the United States of America. It is sometimes called the "era of good feeling." New Bedford shared in this prosperity, and it was during this time the foundations of the fortunes made in the whaling industry were laid. During this time, also, the fine residences for which New Bedford was noted were erected. Some of these (fifteen of which were built of stone) were among the finest residences in the country. Many of these houses had cupolas upon their roofs, and these were used as watch towers by persons desirous of sighting incoming vessels. (*Note* 11.)

In 1831 the Seamen's Bethel, unique among houses of worship, was built on "Johnny Cake Hill" now Bethel Street. It was one of the forms of service of the New Bedford Port Society, a society for aiding sea-faring men. The building was partly destroyed by fire in 1866, but was rebuilt and is in continuous use. Its walls are covered with odd tablets in memory of whalemen, many of these cenotaphs recording the tragic fate of these daring men. The services rendered by the faithful chaplains of this church cannot be estimated. The building is well worth a visit. The house next north of the Seamen's Bethel was given for a Mariner's Home.

Let us visit the water front some sunny morning—any week-day during the half century beginning in 1825. Take a deep whiff of the salty air. Do you smell New Bedford? Do you sense the odor produced by nothing in the world except the leakage from thousands of whale oil casks seeping wooden wharfs and sandy soil? If your nostrils have once been filled with this perfume you can smell it now—if not—imagination will not help you at all.

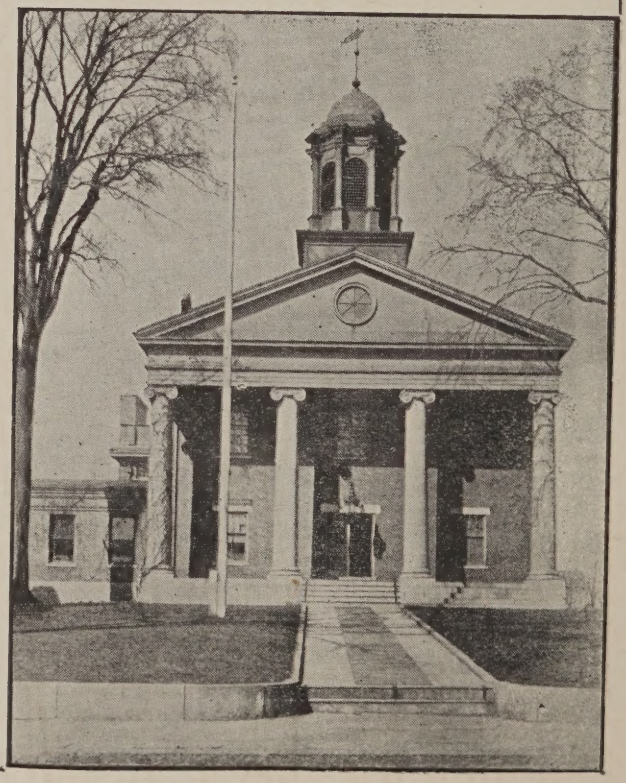
Listen! Do you hear New Bedford? Hark to the slap, slap of waves against wharf piles and ship hulls; to the creaking and rasping of ropes; the flapping of drying sails; the scraping caused by loading and unloading of casks and boxes; crisp orders and deep throated responses; perhaps snatches of weird sea songs; maybe the squawking of a parrot, the chattering of a monkey, the yelping of a poodle (sailors brought many pets from foreign ports). This is the sound of old New Bedford.

Look! Do you see New Bedford? The hulls of ships awaiting cargoes looming up from the water; a forest of masts; "crow's nest lookouts" half way up to the sky; a maze of ropes; rows and rows of dirty, valuable casks of oil; prosperous ship owners viewing their riches; energetic sea captains directing activities; bare chested men leisurely accomplishing prodigious amounts of work; old men and young boys whittling in inconspicuous corners and gazing longingly at out-fitting vessels. This is old New Bedford.

Can you think it—dream it? Do you love it? This is the queer, wonderful, world famed port that took on the

Unitarian
Church

County
Court House



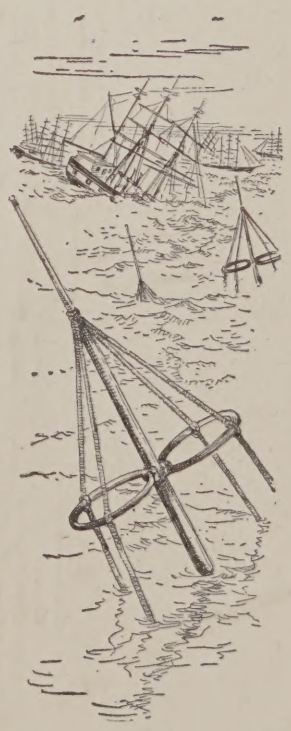
dignity of city government in 1847, and was and is known (truly then, historically now) as THE WHALING CITY.

New Bedford continued to grow, expanding normally in all directions of civic and social life, industrially, educationally and religiously. Many new streets were opened, attention being paid to proper location, fair width and suitable drainage. (*Note* 12.) Substantial dwelling houses were erected, most of them reflecting Quaker simplicity in their style of architecture.

The Civil War found our city strongly anti-slavery, life service never having gained much popularity in the community. (*Note* 13.) The slave question had been agitated more or less for years. An anti-slavery society was formed June 25, 1834, and another in 1836. There is, nevertheless, a certainty that at least one vessel left this port ostensibly on a whaling voyage, but in reality on a slaving expedition. She was followed, overhauled and her captain arrested and imprisoned. Before the war New Bedford gained some notoriety as an "underground railroad" station and a number of fugitive slaves were assisted to escape and go north. (*Notes* 14-15.)

On April 16, 1861, four days after the attack on Fort Sumter, the New Bedford Guards, Company L, Third Regiment, Massachusetts Militia, answered President Lincoln's first call for troops and left for service. Fort Phoenix was put in order for use and a sand battery erected on Clark's Point. Money and clothing were given and aid of all sorts rendered to the northern cause. (*Note* 16.)

A unique feature of service was the fitting out of the "Stone Fleet." This was a fleet of stone laden vessels sent out to be sunk in the inlets of Southern ports, closing the channels, and forming an effectual blockade. In spite of careful guarding of these ports by the navy of the north there were ships constantly slipping in with supplies for the Southerners and cotton was being exported. The Navy Department planned to send forty-five vessels to block the southern harbors, and twenty-four of these vessels were purchased, loaded and sent from New Bedford, manned by captains and crews from New Bedford and Nantucket. They were whaling ships and were loaded with stone after



having been prepared for convenient scuttling. Much of the stone was taken from stone walls purchased from farmers about the country.

On November 20, 1861, part of these vessels sailed under sealed orders. Crowds of citizens flocked to Clark's Point to watch their departure. The garrison at Fort Taber (now Fort Rodman) saluted with thirty-four guns and the fleet replied. The keeper of Dumpling Light fired a signal gun and the "Stone Fleet" was under way. The second part of the fleet sailed December 9, 1861. On reaching the port to which they were ordered, Charleston, the ships were placed in the desired position, their sails removed, spars cut away, and they were scuttled and sunk. Captains and crews returned in safety to New Bedford.

As a direct retaliation for the blockading of Southern ports privateers were sent out to prey upon Northern shipping. The Alabama destroyed forty-six vessels, twenty-five of which belonged in New Bedford. Financial reparation was made a generation later in "Alabama Claims." (*Note* 17.)

The decline of the whaling industry, begun by the Civil War, followed by the loss of many whalers in the Artic, and completed by the discovery of petroleum, changed the character of New Bedford's industrial life. In 1846 the cotton industry was considered, and, though financed with difficulty, the Wamsutta, pioneer of New Bedford cotton mills, had its machinery put in motion on January 1, 1849. (*Note* 18.)

During the quarter century following the Civil War the factories increased in number and in size of plants until New Bedford ranked third in the country in size of the industry, and first in quality of product. At the present time the city ranks first in the United States in the manufacture of fine cotton yarn and cotton goods, and first among the fine goods mill centers in the number of spindles. High wages are paid and the operatives are employed almost constantly. Working conditions are of the best, much attention being given to housing, lighting, ventlation, safety, and to recreation. In some factories there are gymnasiums, milk is sold to operatives at cost, restaurants

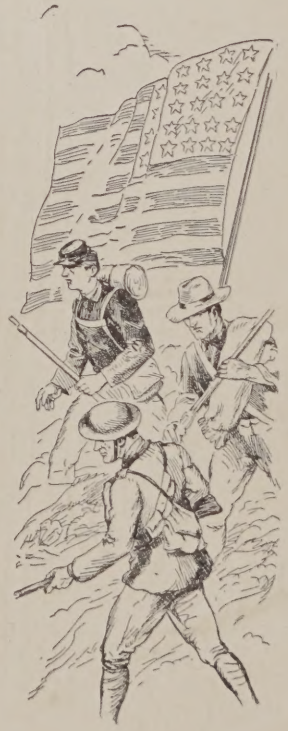
are maintained, hospital rooms equipped and trained nurses kept in constant attendance. (*Note* 19.)

Another important industry is rope making. The New Bedford Cordage Company has made rope since the whaling industry was at its most flourishing point. Indeed New Bedford ship masters would use no rope made elsewhere. Other products might be as good, but they knew the home made product to be absolutely reliable and when a whale worth, perhaps, $10,000, was to be held home made rope was used.

The drills and tools made by the Morse Twist Drill and Machine Company are in world-wide demand; the Pair-Point Manufacturing Company makes glass and silver plate of first quality and design. Indeed, New Bedford has many flourishing manufacturing plants, but the cotton industry far surpasses all others.

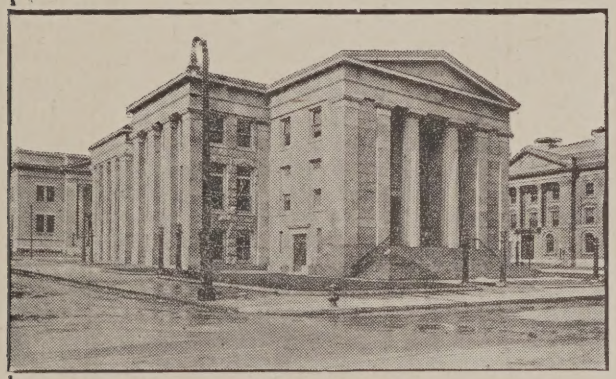
The Spanish War in 1898 found New Bedford ready to do its part with enthusiasm. Men did not wait to be called to service. They freely offered themselves in behalf of a liberty seeking people.

The World War touched New Bedford heavily as it did all America. The wealth amassed in two great lines of activity was generously offered for humanity's sake. Money does much, labor also does much, and New Bedford men, women and children gave freely of their labor in all possible helpful ways. The service that offers life is the greatest service of all, and from New Bedford homes went 6,500 eager young men readily offering their lives for a cause they upheld and as readily being sent by those who loved them. It was as if the words from one of Webster's grandest speeches, "I—I, too, am an American," were in the minds of each and all. Some of these patrotic men paid the price; many returned to take up their civic life again, ready for the duties of peace times as for those of war times.



The new New Bedford! Can you sense it? Are you part of it? Pure air swept clean by sea breezes that give to it a salty tang and invigorating quality. The sound of New Bedford, the hum, buzz, whirr, thud of machinery; hurrying throngs of workers; rattling of drays and trucks. Do you hear it? Can you see New Bedford? Brick fac-

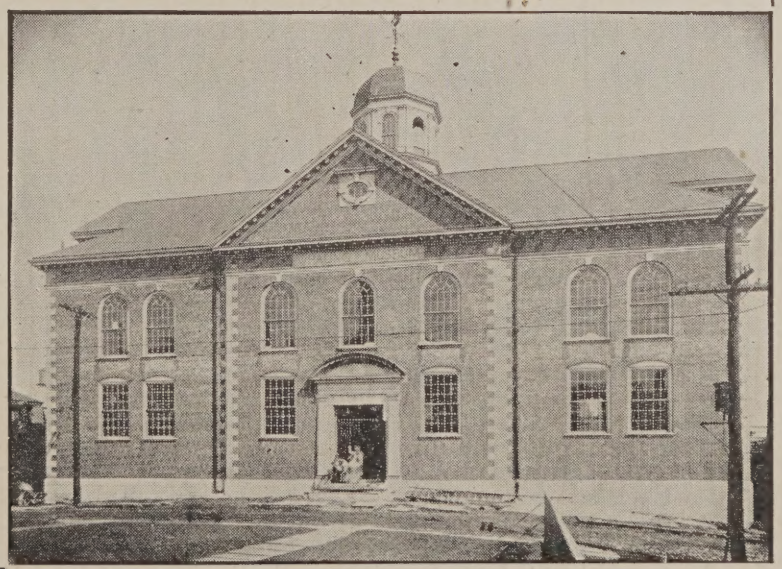
tories stretching along the water front and pushing west for room, more room; a forest of tall chimneys; rows and rows of windows like eyes looking for opportunity for growth; great storage buildings; streets thronged with traffic; homes increasing in number, pushing west and north, abiding places of busy, happy, prosperous, productive men and women. This is New Bedford as she is; what she is to be we must determine and achieve.



Top: New Bedford High School.

Center: New Bedford Public Library.

Bottom: Whaling Museum, Bethel St.



THE FREE PUBLIC LIBRARY

THE bookstore of Abraham Shearman, located on Union Street, next to the corner of Water Street, was popular with book lovers a century and a quarter ago. Mr. Shearman's literary tastes led him to provide the best class of reading for his patrons and the bookstore played no small part in the intellectual development of the community. Early in the nineteenth century the "Social Library" was established. This was a collection of books given by citizens and formed the nucleus of our City Library. There were about 5000 books in the Social Library and it was well patronized.

On May 28, 1852, a petition was presented to the City Council requesting a Free Public Library. The petition was headed by James B. Congdon, "Father of the Library." On May 3, 1853, the first Free Public Library in the State (one year ahead of Boston Library) was opened for the delivery of books in the Perkins building on Union Street near Purchase Street. "Use carefully, return promptly" was its announced motto. From the first the library was freely used; 22,607 books were circulated the first year. It soon outgrew its quarters, and on November 9, 1857, opened a new building on the northwest corner of William and Pleasant Streets. (Pleasant Street was then called Cheapside.) (*Note* 20.)

Robert C. Ingraham was the first librarian, serving nearly fifty years and laying a substantial foundation for library expansion. The building was enlarged in 1886, but again the library outgrew its quarters and on Dec. 3, 1910, the remodelled City Hall became its home. Under the direction of Mr. George H. Tripp the scope of library work has enlarged greatly.

The department for the blind is an interesting feature of the library work and readings for the blind are held in the library building, well attended and much enjoyed. There is also an excellent and popular public lecture course. The juvenile department is unexcelled in eastern libraries.

New Bedford may well be proud of its Free Public Library, the first ever established, supported and managed by any city, absolutely free to all the people. (*Note* 21.)

NEW BEDFORD SCHOOL DEPARTMENT

THE first settlers of New Bedford, members of Plymouth Colony, were thoughtful people of good breeding and education. They provided education and religious training for their children. But the Quakers, coming a little later, led civic life in the community. They were the promoters of industry and the controllers of affairs. They were intelligent and very early provided sectarian educational advantages. There was a schoolhouse for Quakers on the east side of Third Street (now Acushnet Avenue), between School and Walnut Streets. This was used also as a meeting house until 1785, when the first Friend's meeting house was built on Spring Street in the same location as the present one. In 1801 there were two large schoolhouses, one for Quakers on "Johnny-cake Hill' (now Bethel Street), and one for the children of Congregationalists on Purchase Street where Cherry's store is now located.

The State of Massachusetts advocated public schools, supported by the public money raised by taxation, as early as 1647. In 1798, however, the stigma of "charity schooling" was placed upon our town school by town meeting vote. "Voted, to report on the expediency of raising a sum of money to school the poor children in this town." For years the influential citizens were not in favor of free education for the children of those who could afford to pay. In 1821 this policy was changed and public schools gained in popularity. Since that time the system of public instruction has strengthened and broadened to its present standard of high efficiency. (*Note* 22.)

NEW BEDFORD FIRE DEPARTMENT

IN 1772 Joseph Rotch, one of the early settlers of Bedford Village, bought a fire engine for the village. The engine was built in London and was a hand engine with double pumps and rows of water buckets. It was named "Independence." This was the beginning of the fire department. Other hand engines were purchased by subscriptions of property owners. The town was watched at night

by a volunteer "night watch," who carried about a lantern and shouted the hours, "12 o'clock and all is well."

In 1807 the Bedford Fire Society was formed, and in 1820 a serious fire occurred. Shortly after this the first suction engine was purchased.

There were several serious fires, but the most disastrous occurred August 24, 1857. As a result of this catastrophe steam fire engines were purchased.

At the present time we have a motorized equipment and a highly efficient department is maintained. There are eleven stations.

POLICE DEPARTMENT

BEFORE becoming a city New Bedford was guarded by town police and night watchmen. In 1876 a chief was appointed, and at that time there were 26 police officers and 83 specials. In 1926 there were 252 officers and patrolmen.

WATER DEPARTMENT

WATER was first introduced on November 26, 1869. From that date until July 10, 1899, the supply was taken from a storing reservoir artificially formed by constructing a dam across the valley of the Acushnet River seven miles north of the centre of the city. This supply was augmented by a connection made in 1886 with Little Quittacas Pond. Since July 10, 1899, the entire supply has been taken from Great and Little Quittacas Ponds, eleven miles north of the center of the city. The excellent water supply has had an enormous influence in bringing manufacturing corporations to our city.

NEW BEDFORD'S PARKS

THERE were many beautiful gardens connected with New Bedford's stately mansions, that of James Arnold on County Street being considered the finest garden in America. This was on the estate located on the west side

of County Street, between Union and Arnold Streets, and was open to the public, a pioneer step toward a public park system. (*Note* 23.)

The Common was the first public park and has seen many of New Bedford's gala day celebrations.

Brooklawn and Hazelwood were originally private estates, now enlarged by municipal purchases of surrounding land. Buttonwood retains much of its wild woodsy charm. Triangle, Grove, Ashley and Victory Parks are also city property, as is the approach to the bridge.

There is a public bathing beach at Hazelwood Park under municipal management, and it is extremely popular. Acushnet Park, an amusement park owned and managed by a syndicate, has a public bathing beach, and there is a park and public bathing beach at Fort Phoenix, Fairhaven, also owned and managed by a syndicate. Ball grounds, cricket grounds, tennis courts, a bowling green and public playgrounds are maintained at public expense in the parks.

MONUMENTS

A monument to soldiers and sailors of the Civil War was erected on the Common. The cornerstone was laid on July 4, 1866, with suitable exercises.

On Library Square stands a monument to whalemen, and the harpooner, the man who secures the valuable whale, was chosen to typify that daring race of adventuresome men. Bela Pratt, the sculptor, has immortalized the spirit as well as the type in this stalwart youth with taut muscles and watchful eyes gazing steadily forward.

At Buttonwood Park is another monument, a wonderfully forceful grouping of figures symbolizing the whaling and manufacturing industries. The sculptor was Zolnay.

At the top of "Johnny-cake Hill" (Bethel Street), opposite the Seamen's Bethel and Mariners' Home, stands the Jonathan Bourne Memorial, a beautiful building in the custody of the Old Dartmouth Historical Society and connected with the museum of that society. In the Memorial Hall is a reproduction of the whaleship "Lagoda" in half size. It would be useless to attempt to describe

briefly either museum, memorial or whaleship. All are open to the public and well worth a visit.

At the entrance to the parapet at Fort Phoenix in Fairhaven is a boulder placed there in memory of Israel Fearing, the courageous young commander whose bravery saved Fairhaven from devastation during the British raid in 1778.

On May 30, 1925 a monument to the men of Battery D, 102nd Field Artillery, 26th division, was dedicated. It is placed at the intersection of Kempton and North Streets and is a bronze figure of an artillery man with a shell he is about to serve to one of the guns. It is arresting in its forcefulness.

Barnard Monument at Buttonwood Park

NOTES

NOTE 1. There is a record, generally considered to be largely legendary, that Norsemen came to Buzzard's Bay in 1007, remaining in the vicinity about eight years; that a son was born to the wife of one of the commanders (there were six women in the company) while the Norsemen were living on these shores; that this child was named Snorri Thorfinnson and was an ancestor of Thorwaldsen, the famous sculptor. There was quite a company of these adventurers and they came from Greenland. Their name for Buzzard's Bay was Straumfiord.

NOTE 2. There were thirty-six original purchasers of the township of Dartmouth, and among them was Captain Miles Standish. He sold his share to John Russell on "March ye 9th, 1664."

NOTE 3. Little Eyes, a hostile Indian who had made an attempt to kill Captain Church during an interview between that intrepid Indian fighter and Awashonks, a female Sachem, at Little Compton, R. I., was one of these prisoners. They were guarded by Lightfoot, an Indian friendly to the English, who was afterward made Captain in Church's army.

NOTE 4. Philip's wife and son, about nine years old, were said to be among these prisoners, but were probably taken later at Titicut River. "By a letter from Mr. Cotton to Dr. Mather, 2 March, 1677, which contains this passing remark, 'Philip's boy goes now to be sold,' it is made almost certain that, with his mother, he shared the fate of so many of his nation, and went to spend his saved life at Cadiz or the Bermudas."

NOTE 5. Philip was surprised by the English while in camp on a little knoll in a swamp on the southwest side of the foot of Mount Hope, and was shot through the heart by an Indian in Captain Church's army. His body was quartered, and his head sent to Plymouth, where it was said to have been exposed on a pole for twenty-four years.

NOTE 6. George Claghorn, a master carpenter and shipwright, was engaged in shipbuilding in New Bedford about this period. He was later employed as head boss of the ship-yard to build the frigate "Constitution," the pride of our Navy. The following advertisement appeared in "Russell's Commercial Gazette," Boston, September 11, 1797:

> NAVY YARD, BOSTON.
>
> The Constructor has the honor to inform his Fellow-Citizens that the Frigate Constitution is to be launched into her destined Element on Wednesday, the 20th inst., at 11 o'clock.
>
> GEORGE CLAGHORN.

NOTE 7. This Abraham Russell introduced the use of hard coal in New Bedford and when he had a glowing grate fire for the first time, he exclaimed: "Open the front door and we will warm all New Bedford."

NOTE 8. Bridge toll charges in 1800 were as follows: For each foot passenger, 4 cents. For each horse and person, 12 cents. For each chaise or sulky, 25 cents. For each sleigh drawn by one horse, 18 cents, and 6 cents for each additional horse. For each coach, phaeton, curricle or four-wheeled carriage for passengers, 36 cents. For each cart, wagon, sled or other carriage of burthen drawn by two beasts, 25 cents. For the privilege of rolling a wheel-barrow or hand-cart over the bridge, 6 cents. For droves of sheep, swine, cattle or horses with one driver, per dozen, 6 cents.

NOTE 9. The lighthouse was burned during a thunder storm at night, whether struck by lightning or having the glass broken by a frightened sea bird is unknown.

NOTE 10. Whaling vessels were usually owned by a company of men, each owning a share, 1-4, 1-8, 1-16, etc. The captain of the vessel was chosen with great care, for profits depended on his judgment, skill and honesty. He was sometimes an owner, but not always. The captain took the vessel, outfitted for a voyage varying from a few months to four or five years from the owners and became responsible for it and sole commander of it. His return,

called a "lay," was a proportion of the profit, great or small, usually 1-10 or 1-12. The other ship officers, mate, second mate, third mate, boat header, boat steerer, cooper, etc., received shares also, "lays" ranging down to 1-65 or 1-75. Seamen were paid in the same way. A good voyage, that is a large catch of whales yielding plenty of oil and whalebone, perhaps a lump of precious ambergris, meant good pay; a poor catch, small pay or none at all. It was wonderful co-operative work. During the heyday of the whaling industry there were frequently four or five vessels reaching port in a single day. The whaleships owned in New Bedford would have made a line ten miles long, and more than 10,000 seamen were employed upon them. The estimated cost of outfitting these whalers, including necessary repairs but not including the cost of the vessel, was $20,000,000. Annual proceeds roughly estimated were about $5,000,000—a pretty good interest on capital. High water mark in the whaling industry was reached in 1857, when there were 329 vessels employed.

NOTE 11. Watch towers were also built on places used by outfitters who made a business of supplying sailors with clothing and other necessities. The keeper of Dumpling Light gave signal of incoming vessels by dropping an arm on the lighthouse and outfitters vied with each other in reaching the vessel and securing the trade of the returning seamen.

NOTE 12. In 1831 the streets were lighted by "panthorns." The following year the first flagged sidewalk was laid and six years later, in 1838, a part of Water Street was paved, an experiment giving great satisfaction. In 1848 there were 30 miles of streets in the most settled parts of New Bedford and 20 miles were graded, curbed and flagged. In 1852 the first public sewer was laid. Pure water was provided by municipal enterprise in 1869. The abundance and cheapness of the water supply was a potent factor in the growth of the manufacturing industry. Street cars drawn by horses were run in 1872, telephones installed in 1881, and in 1886 the Edison Illuminating Company began its service.

NOTE 13. In 1768 there were 21 persons between the ages of 14 and 45 who were held as slaves, or, as the record reads, "servants for life."

NOTE 14.

From the Mercury, April 21, 1851.

> Extradition Extraordinary. We are pleased to announce that a very large number of fugitive slaves, aided by many of our most wealthy and respectable citizens, have left for Canada and parts unknown, and that more are in the way of departure. The utmost sympathy and liberality prevails toward this class of our inhabitants.

NOTE 15. My grandfather was master of a coasting vessel in government service carrying lighthouse supplies. He brought to New Bedford a slave woman and her two children, a girl and a boy. They did not go farther north as did most of the fugitives, but remained in the city. The boy, when grown, drove a livery hack for many years. He was highly respected, and so trustworthy and dependable that many of the older residents would ride with no one but "Charlie."

NOTE 16. New Bedford furnished 3,200 men for active service in the Army (1,110 more than required by the government), and about 1,500 for the Navy.

NOTE 17. England's factories depended largely on cotton obtained from Southern States, and blockading the ports seriously affected the cotton industry. The Alabama and the Shenandoah, two English built ships manned chiefly by English seamen, were allowed to "escape" from English ports and became privateers, preying on Northern shipping. The "Alabama Claims" were paid by England on the ground that her negligence in allowing the vessels to leave her ports was indirectly aiding a belligerent and contrary to international law.

NOTE 18. In 1870 the Wamsutta corporation installed the largest stationary engine in the world at that time.

NOTE 19. There are 67 cotton mills, employing nearly 40,000 persons. The mills have paid dollar for dollar

ever since their incorporation and their credit is unsurpassed.

NOTE 20. This building, remodelled and enlarged is the present Municipal Building.

NOTE 21. There are one central and three branch libraries and a High School library. Among the extensions are book collections for 33 local and 11 outlaying schools, 7 continuation schools, Y. M. C. A. camp, Y. W. C. A. camp, Girl Scout's camp, Boy Scout's camp, 1 hospital and 1 relief ship.

NOTE 22. According to the 1926 report the public school enrollment is 18,886 and the enrollment in private and parochial schools is 5,700 a total of 24,586 children in school.

There is 1 High School and there are 2 Junior High, 32 elementary, 2 suburban and 3 continuation schools. There are 2 fresh air classes, 2 hospital classes, 2 conservation of sight classes, 3 cooking rooms, 6 manual training rooms, 8 special classes for mentally retarded, 15 kindergartens and 4 workshop classes.

There are 10 parochial schools in the city. The Friend's Academy, established in 1810, is the most popular private school, Herrick's Institute of Civil Service, Benton's Business School, Kinyon's Commercial School and the Caswell School of Shorthand provide opportunity for commercial training and are all private institutions.

There is a Textile School and a Vocational School, both partly supported by State funds. Public evening schools, naturalization classes and evening vocational classes are maintained.

NOTE 23. Mr. Arnold gave to Boston the wonderful garden called Arnold Arboretum. He expressed a desire to locate it in New Bedford, but was influenced by scientists, who considered the present location more desirable because accessible to a greater number of people.

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